

TO 00-105E-9

AIRCRAFT ENTRY – Continued**8. MAINTENANCE/DITCHING HATCH****NOTE:**

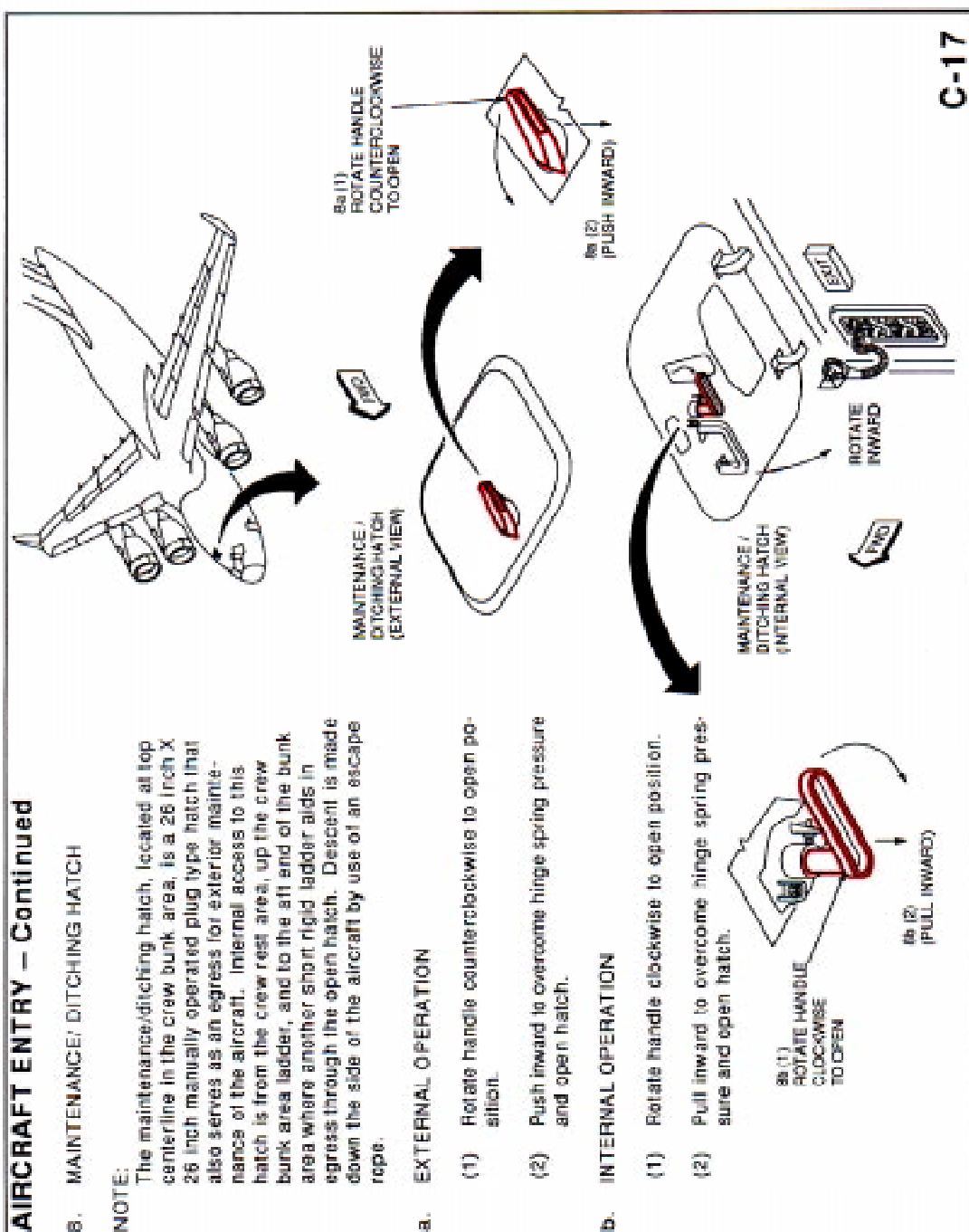
The maintenance/ditching hatch, located at top centerline in the crew bunk area, is a 26 inch X 26 inch manually operated plug type hatch that also serves as an egress for exterior maintenance of the aircraft. Internal access to this hatch is from the crew rest area, up the crew bunk area ladder, and to the aft end of the bunk area where another short rigid ladder aids in egress through the open hatch. Descent is made down the side of the aircraft by use of an escape rope.

a. EXTERNAL OPERATION

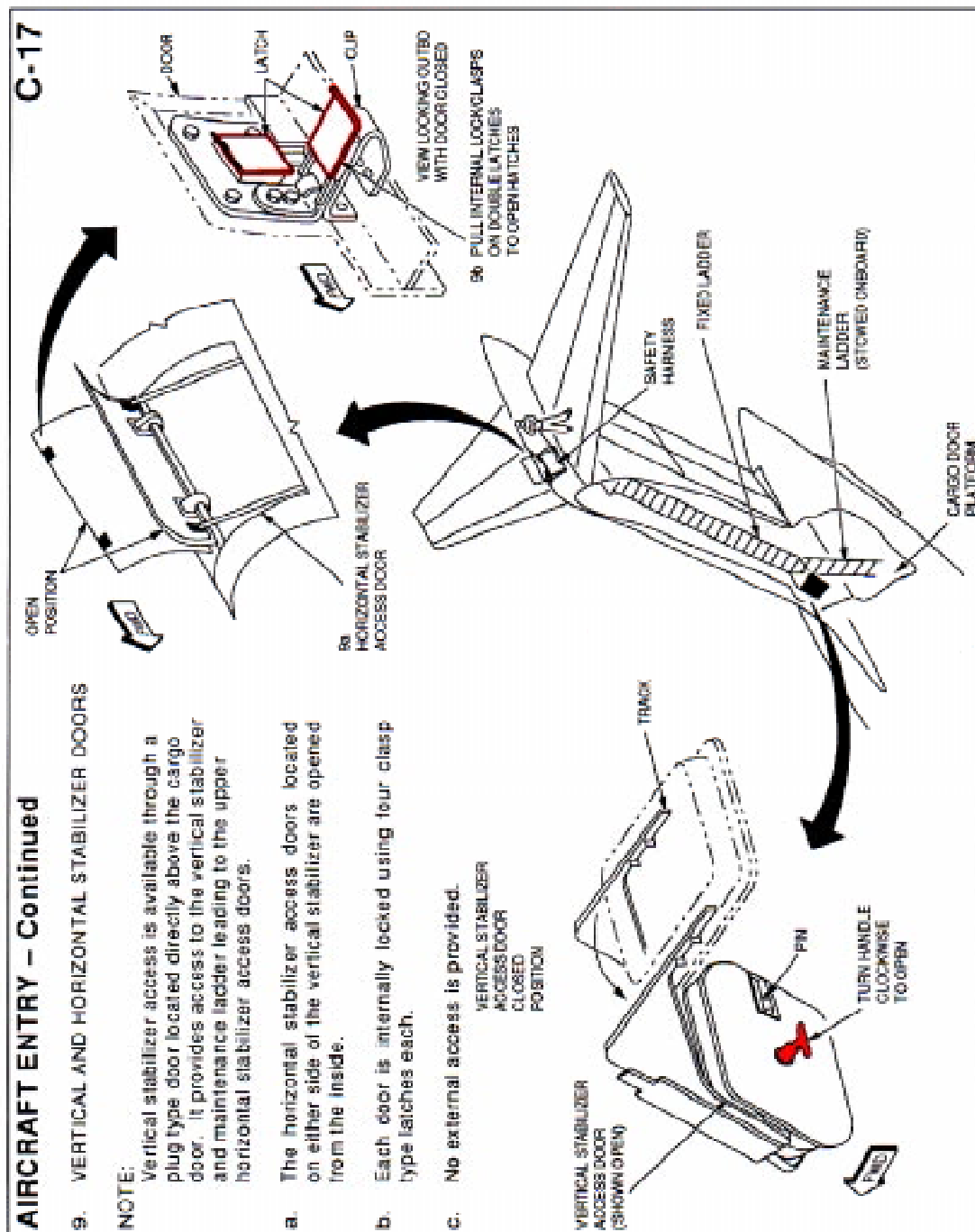
- (1) Rotate handle counterclockwise to open position.
- (2) Push inward to overcome hinge spring pressure and open hatch.

b. INTERNAL OPERATION

- (1) Rotate handle clockwise to open position.
- (2) Pull inward to overcome hinge spring pressure and open hatch.

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AIRCRAFT ENTRY – Continued**10. BELLY ACCESS SERVICE HATCH****NOTE:**

A belly access service hatch is provided for system maintenance under the aircraft cargo floor area.

a. EXTERNAL OPERATION

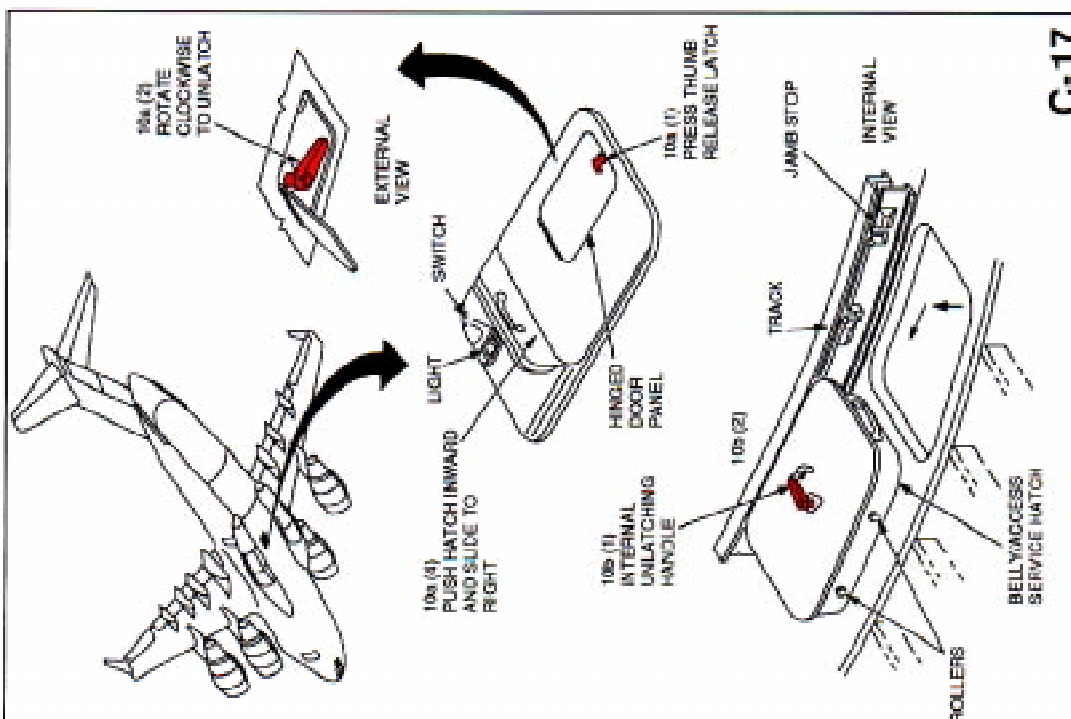
- (1) Open hatch control access cover by pressing thumb release latch.
- (2) Rotate latching handle (large handle) clockwise to unlatch position.
- (3) Close hatch cover before sliding hatch open to prevent jamming of the hatch.
- (4) Push hatch inward and slide to open position (forward right side of aircraft) ensuring hatch is retained open by spring catch.

b. INTERNAL OPERATION

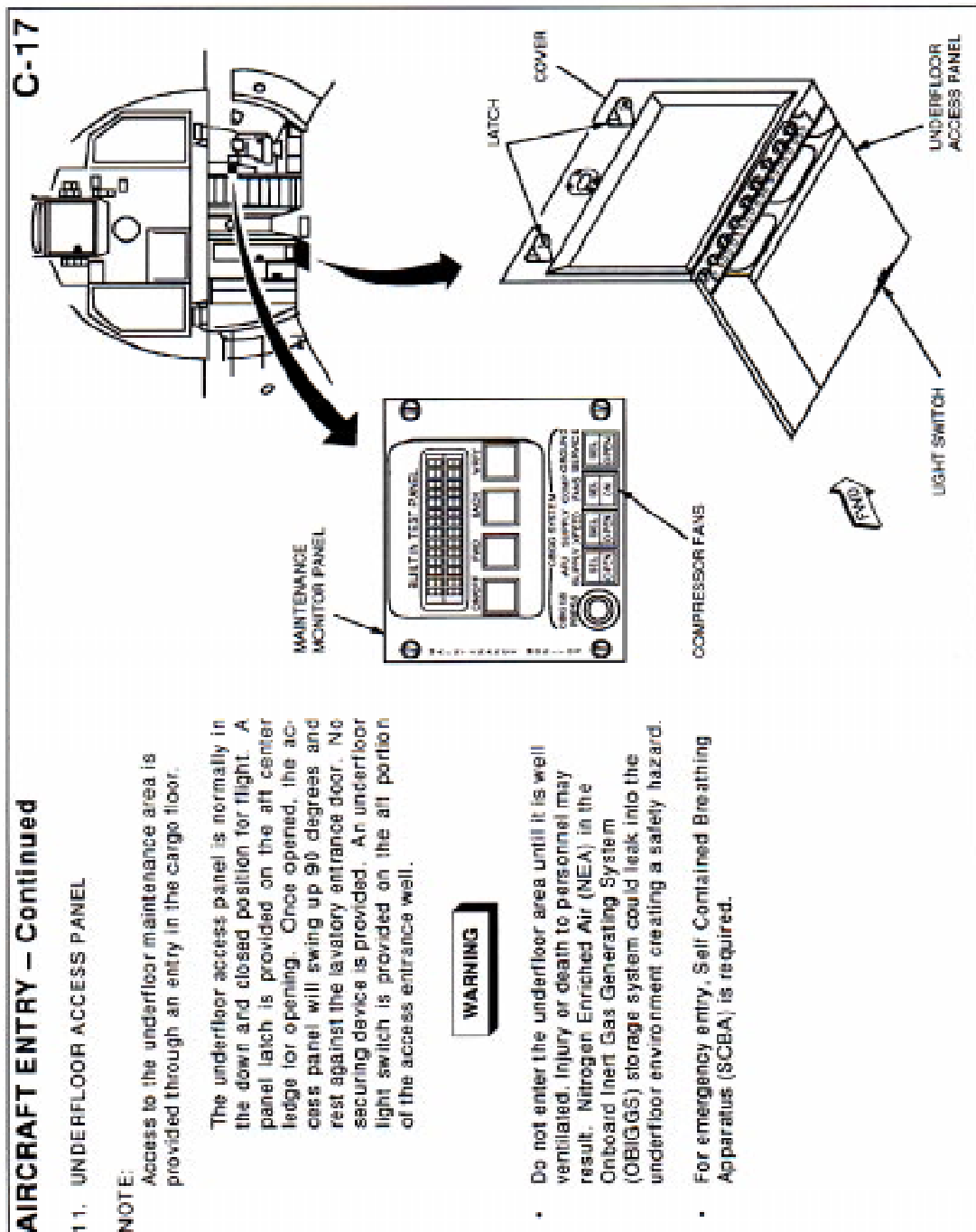
- (1) Rotate latching handle to unlatch position.
- (2) Pull hatch upward and slide open (forward right side of aircraft) ensuring hatch is retained open by spring catch.

WARNING

- Do not enter the underfloor area until it is well ventilated. Injury or death to personnel may result. Nitrogen Enriched Air (NEA) in the Onboard Inert Gas Generating System (OBIGGS) storage system could leak into the underfloor environment creating a safety hazard.
- For emergency entry, Self Contained Breathing Apparatus (SCBA) is required.

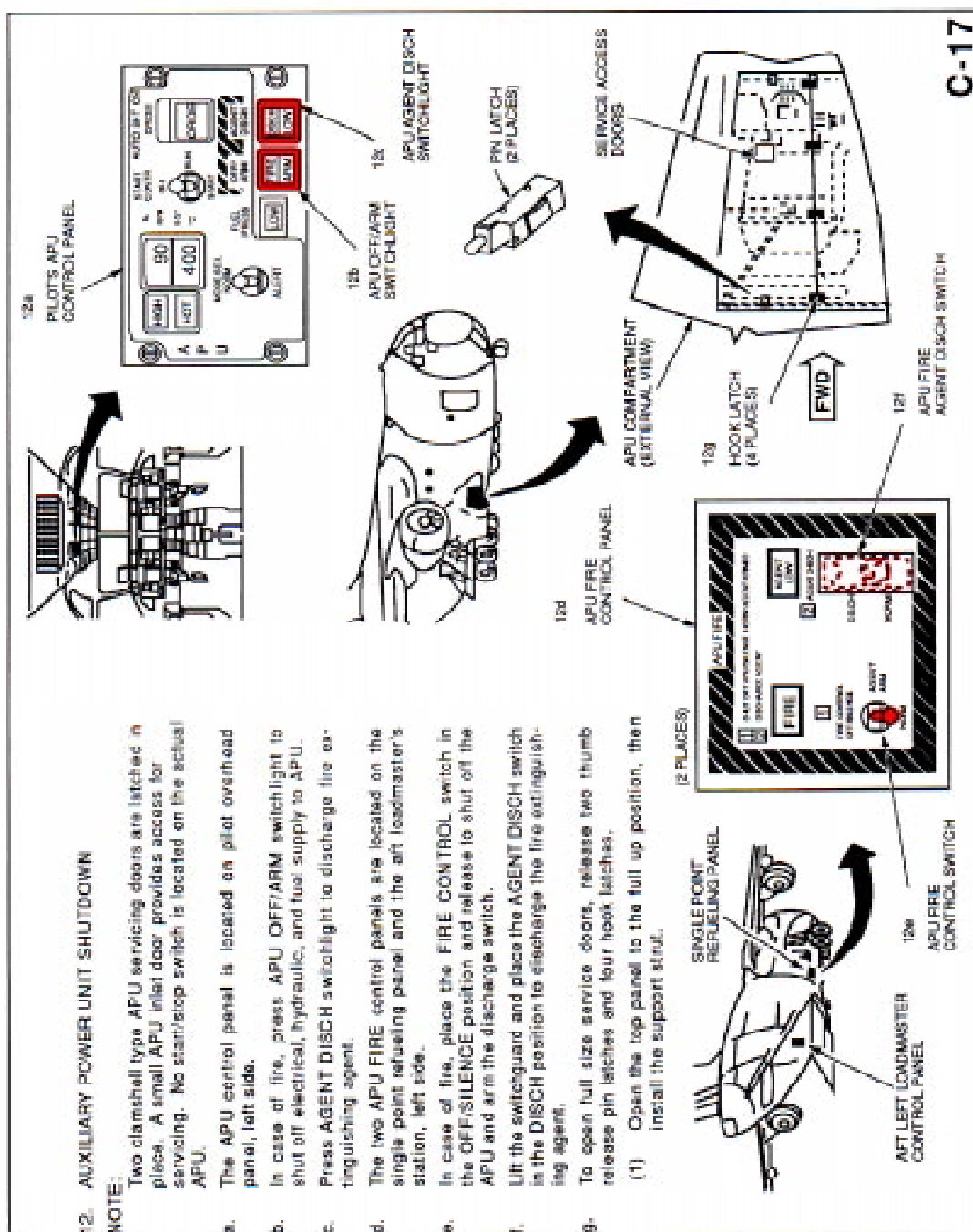


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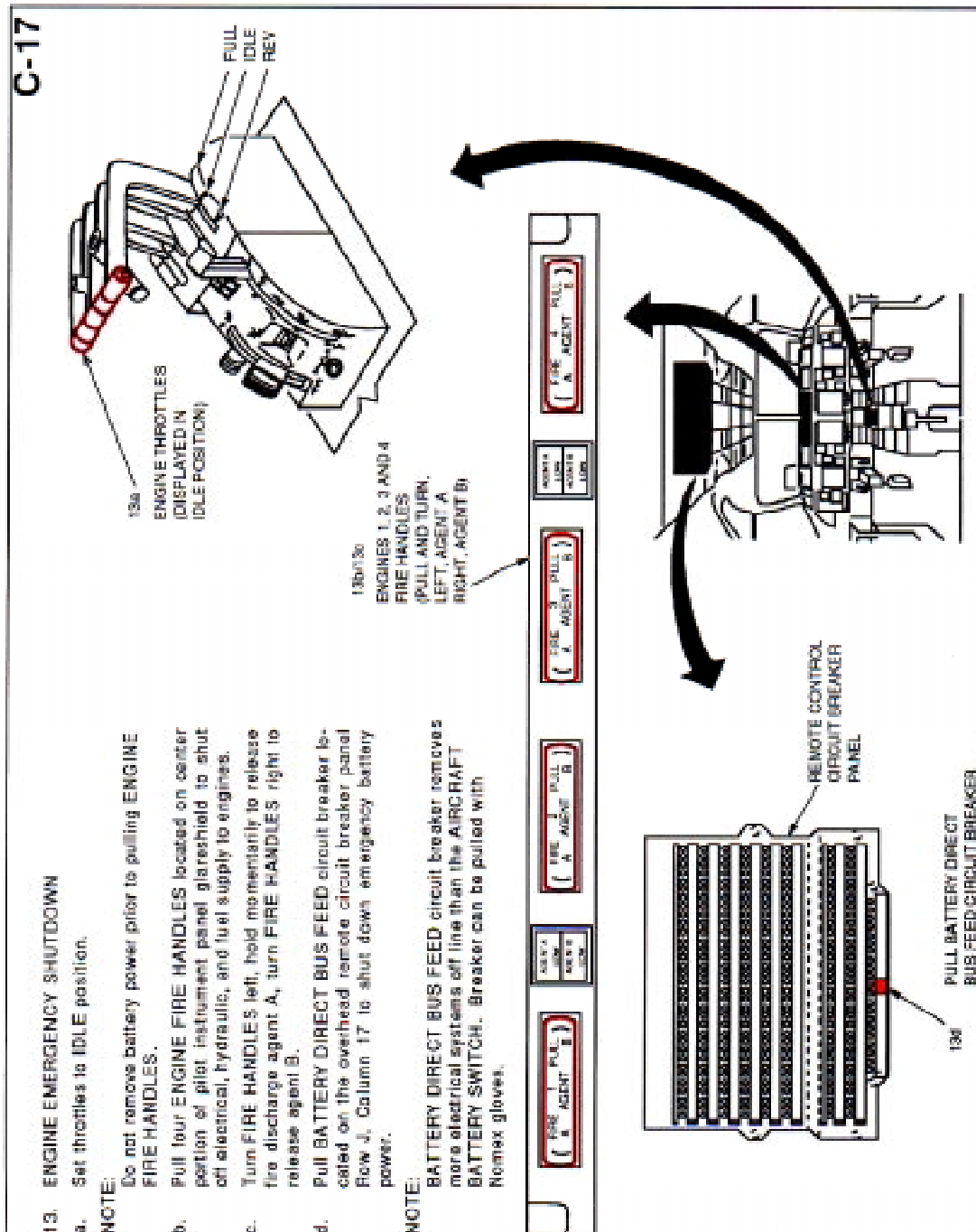
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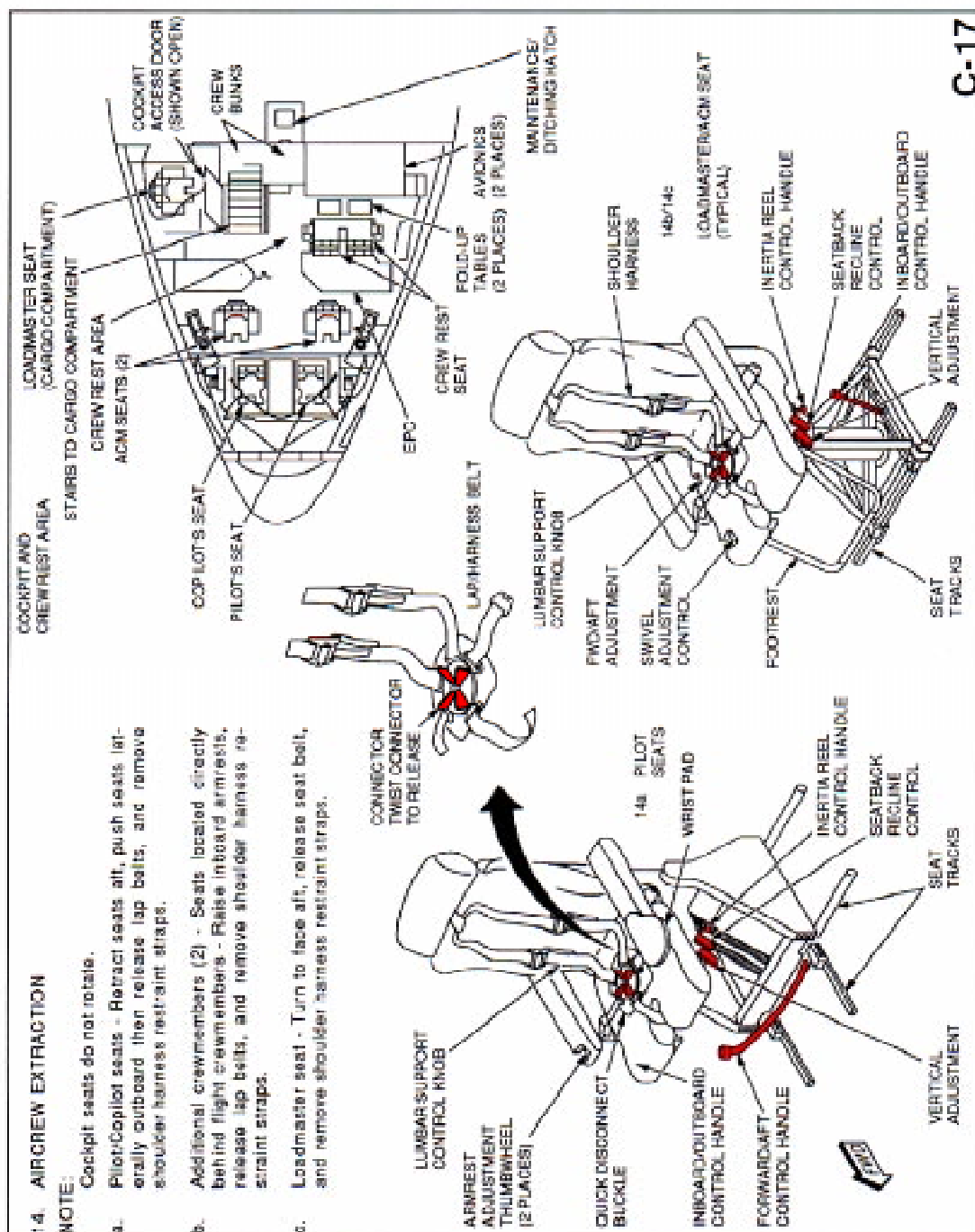


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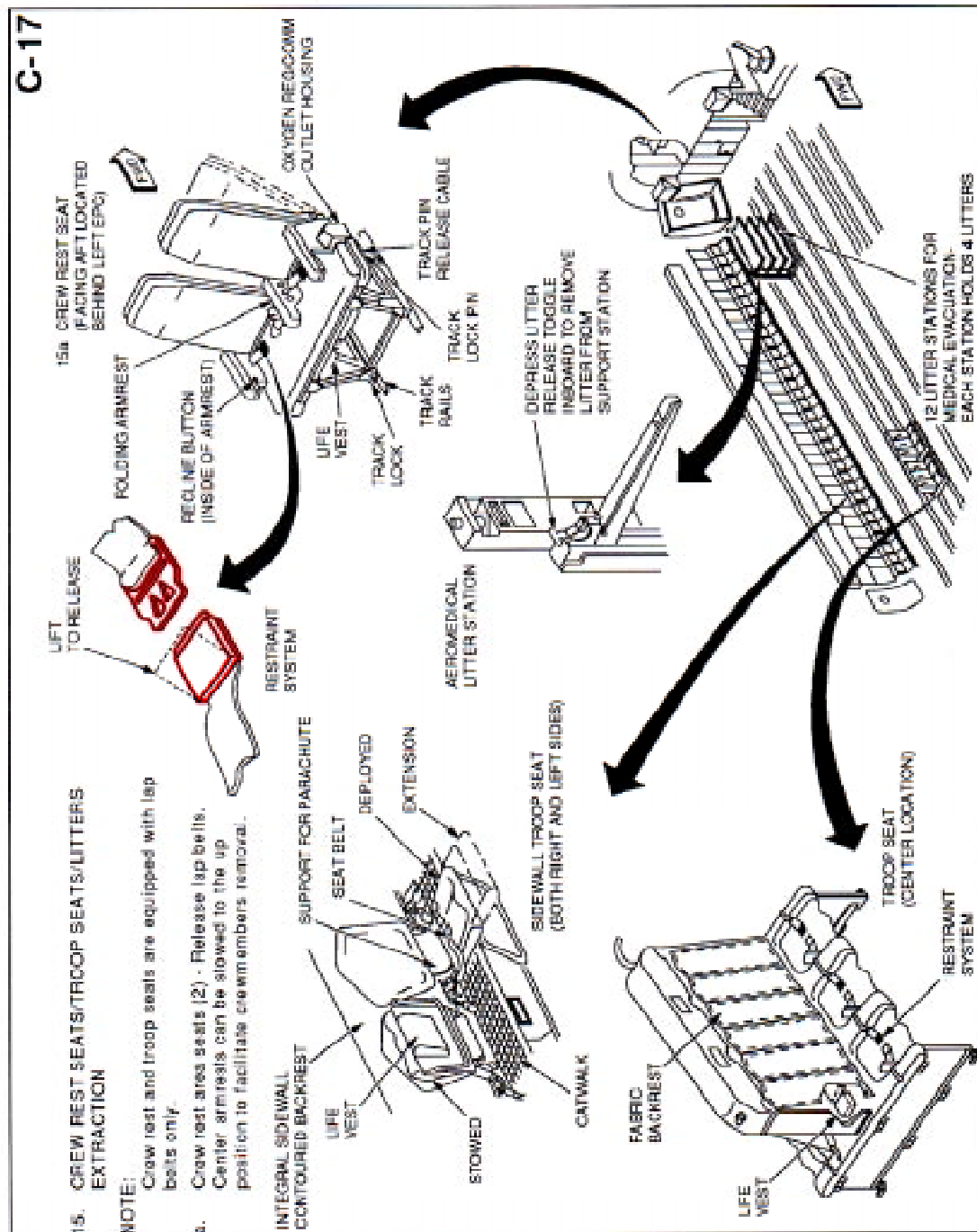
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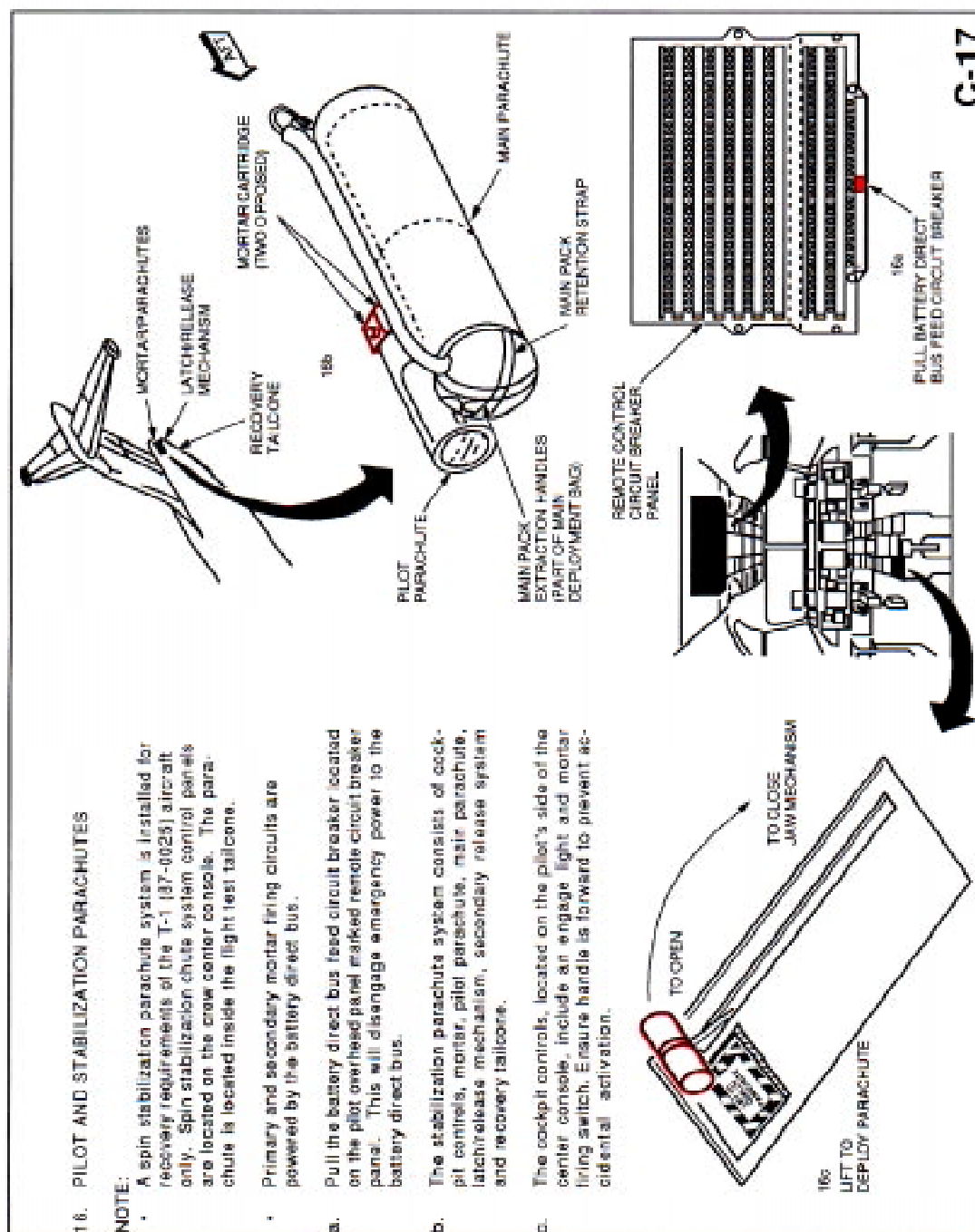
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C-17

The diagram shows a C-17 aircraft from a side-on perspective. Labels point to various parts: TRAILING CONE (at the tail), STABILIZATION CHUTE (on the tail fin), TAIL SKID WHEELS (at the tail), FLUTTER VANES (14 PLACES) (along the wings), MAINTENANCE/DITCHING HATCH (on the fuselage), NOSEBOOM (at the front), and a 28 FT dimension line on the nose. An inset diagram shows the aircraft's internal structure with the ESCAPE SLIDE SYSTEM LOCATION highlighted in orange, with an arrow pointing to the ESCAPE SLIDE SYSTEM.

17. T-1 (TEST AIRCRAFT) SERIAL NUMBER 87-0025

NOTE:

The C-17 test aircraft (T-1) incorporates specific test equipment; airspeed nose boom, trailing cone, escape slide (crew evacuation) system, hydraulic flutter vanes outboard of the winglets and outboard of the horizontal stabilizer. Additionally, a stabilization parachute system is located at the aft portion of the fuselage.

T-1 dimensions - aircraft length with noseboom and stabilization chute: 200' - wingspan with flutter vanes: 175'.

18. T-1 ESCAPE SLIDE SYSTEM

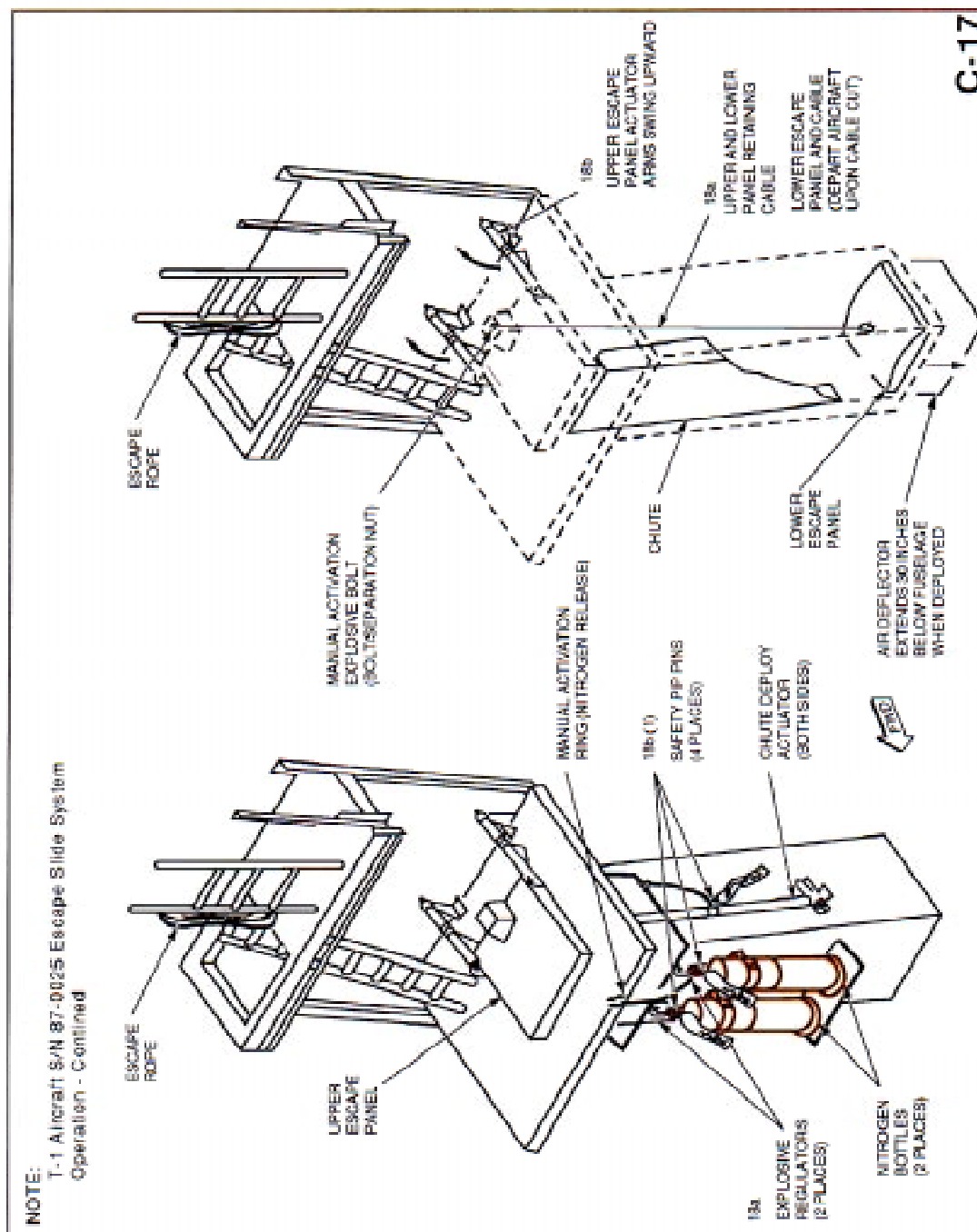
Four pyrotechnic devices are installed on the escape slide system.

a. Two of the pyrotechnic devices are used to cut the cable which hold the upper and lower escape panels together in the closed/stowed position. Once cut, the cable and lower escape panel depart the aircraft.

b. The remaining two pyrotechnic devices activate two nitrogen bottles that pressurize the upper escape panel actuator arms. This causes the upper panel to swing upward opening the top portion of the escape chute. The retaining pins that support the air spoiler is then sheared releasing the spoiler thirty inches below the aircraft fuselage.

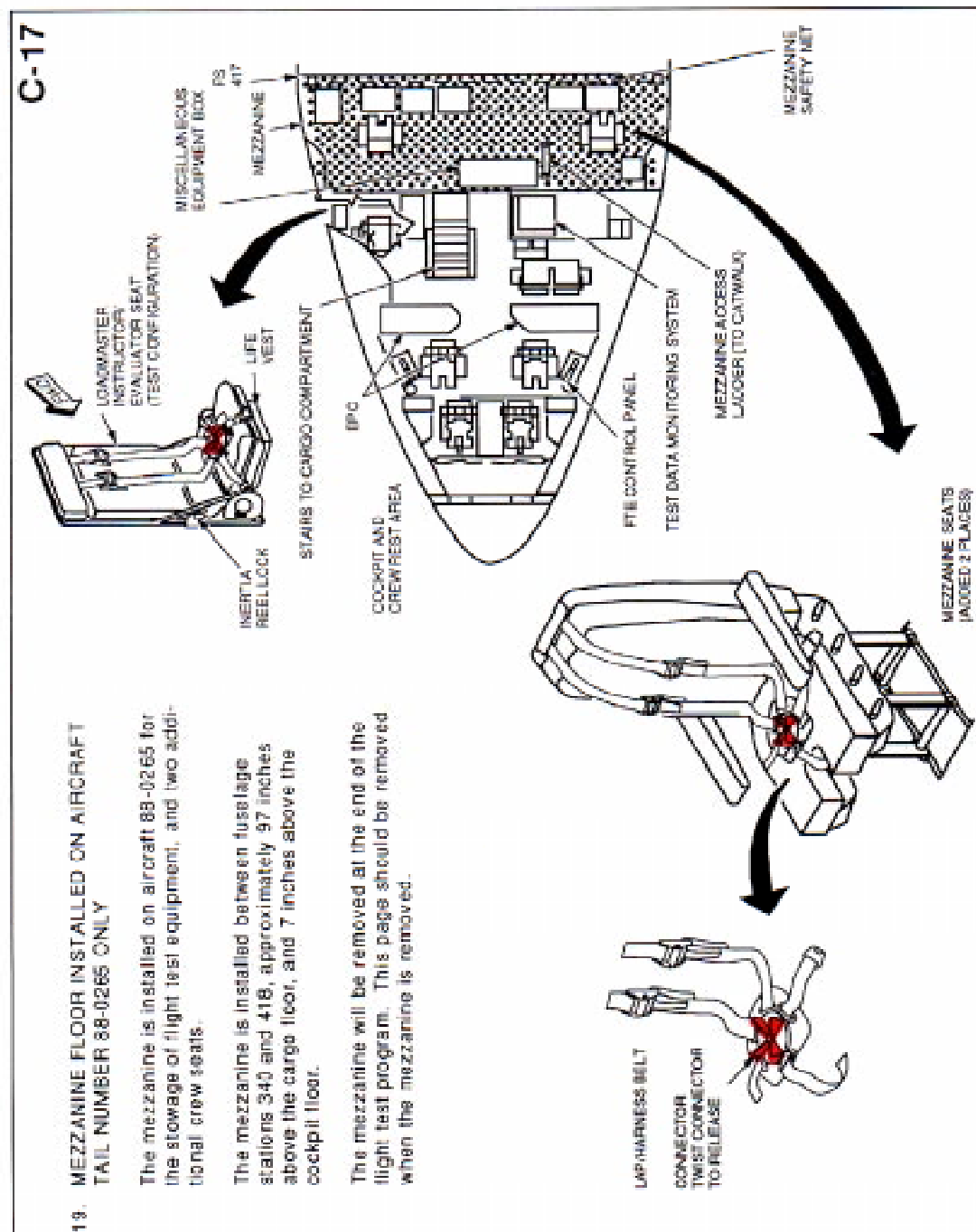
(1) Four safety pip pins prevent inadvertent deployment of the escape slide system.

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